

REPORT

DATE: August 18, 2003

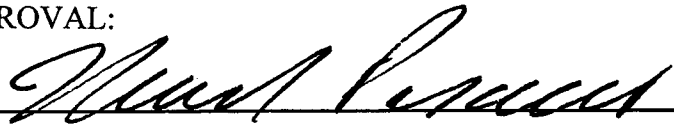
TO: Transportation and Communications Committee (TCC)

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SUBJECT: **Linkage of the draft 2004 RTP policies to the adopted goals and performance objectives**

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Approve Plans and Programs Technical Advisory Committee (P&P TAC) recommendation to adopt the proposed policies strengthening the relationship between the adopted goals and performance objectives.

BACKGROUND:

The Planning and Programming Technical Advisory Committee (TAC) has discussed the RTP policies from a technical perspective as they relate to the adopted 2004 RTP goals and performance measures.

There is a general consensus within TAC that the primary objective of policies should be to provide guidance in moving the adopted goals forward and truly begin to move the RTP towards a performance based plan. To that end, the TAC believes that the following four policies provide the necessary guidance to move in this direction:

1. Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.
2. Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.
3. Approved RTP land use and growth strategies that differ from currently expected trends will be supported by a pragmatic implementation program that identifies required actions and policies by all affected sub-regions.
4. HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged.

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Each one of these policies provides further guidance and can be linked to a goal or set of goals and to specific performance measures. For example:

The first policy clearly directs SCAG staff and task forces to base their recommendations on SCAG's performance indicators. This ensures that the investments recommendations must be backed up by specific performance expectations to be set forth in the RTP. It also facilitates the discussions among different stakeholder groups.

The second policy directs the technical team to adopt a balanced approach to addressing safety, preservation, and efficiency of operations needs. It adds specificity to the goals and ensures that one type of investment (e.g., expansion) does not dominate the scarce funding available.

The third policy extends the goal of "encouraging land use and growth patterns that complement our transportation investments." It directs the technical team to identify the specific action plan required to enable any land use integration assumptions set forth in the RTP. Again, this action plan can then be used for monitoring the progress towards the land use integration policies and resulting performance benefits.

The last policy directs SCAG staff and task forces to close HOV gaps to the extent feasible. SCAG's region has the most extensive HOV network in the country and if closing HOV gaps can promote transit and carpooling would significantly leverage our investments to date. Again, the policy makes sure that SCAG staff can demonstrate how the gap closures increase transit and carpooling and sets up the targets that can then be monitored.

In summary, the TAC believes that "linked" policies provide clarity, specificity and guidance to the RTP development process and therefore recommends the adoption of these policies to guide the remainder of the 2004 RTP development process.

FISCAL IMPACT:

Work related to this item is in the current budget. No fiscal impact anticipated.